

**Before the
Public Service Commission of South Carolina**

Docket No. 2008-4-G

**Annual Review of Purchased Gas Adjustment
and Gas Purchasing Policies of
Piedmont Natural Gas Company, Incorporated**

**Testimony and Exhibits
of
William C. Williams**

**On Behalf Of
Piedmont Natural Gas Company, Inc.**



June 11, 2008

1 **Q. Mr. Williams, please state your name and business address.**

2 A. My name is William C. Williams. My business address is 4720 Piedmont
3 Row Drive, Charlotte, North Carolina.

4 **Q. By whom and in what capacity are you employed?**

5 A. I am the Managing Director, Transportation and Major Account Services for
6 Piedmont Natural Gas Company ("Piedmont" or the "Company").

7 **Q. Please describe your educational and professional background.**

8 A. I graduated from Washington and Jefferson College in Washington,
9 Pennsylvania, in 1985 with a B.A. in Accounting. From 1985 through 1995,
10 I held various gas supply, transportation, and marketing positions with the
11 Consolidated Natural Gas system companies. In 1995, I was employed by
12 Public Service Company of North Carolina, Inc., where I held a number of
13 positions, culminating in the role of General Manager – Gas Supply and
14 Sales. I came to work at Piedmont in my current position in June, 2006.

15 **Q. Mr. Williams, have you previously testified before this Commission or**
16 **any other regulatory authority?**

17 A. Yes, I have previously testified before other regulatory authorities on a
18 number of occasions, but have not testified before this Commission.

19 **Q. What is the purpose of your testimony in this proceeding?**

20 A. The purpose of my testimony is to discuss the market requirements of
21 Piedmont's South Carolina customers, including the projected growth in
22 those markets, the capacity acquisition policies and practices we employ to
23 serve those markets, and the efforts undertaken by Piedmont at the Federal

1 Energy Regulatory Commission on behalf of its customers to ensure that
2 interstate transportation and storage services are reasonably priced.

3 **Q. Please give a general description of Piedmont and its market in South**
4 **Carolina.**

5 A. Piedmont is a local distribution company principally engaged in the
6 purchase, distribution and sale of natural gas to more than 1 million
7 customers in South Carolina, North Carolina, and the metropolitan area of
8 Nashville, Tennessee. Piedmont serves approximately 132,000 customers in
9 the State of South Carolina. During the twelve month period ending March
10 31, 2008, Piedmont delivered approximately 22,520,000 dekatherms ("dts")
11 of natural gas to its South Carolina customers.

12 Piedmont provides service to two distinct markets -- the firm
13 market (principally residential, small commercial and small industrial
14 customers) and the interruptible market (principally large commercial and
15 industrial customers). Although Piedmont competes with electricity for the
16 attachment of firm customers, once attached these customers generally have
17 no readily available alternative source of energy and depend on natural gas
18 for their basic space heating or utility needs. During the twelve month
19 period ending March 31, 2008, approximately 17,719,000 dts, or 79%, of
20 Piedmont's South Carolina deliveries were to the firm market.

21 In the interruptible market, Piedmont competes on a month-to-
22 month and day-to-day basis with alternative sources of energy, primarily
23 fuel oil or propane and, to a lesser extent, coal or wood. These larger
24 commercial and industrial customers will buy alternate fuels when they are
25 less expensive than gas. During the twelve month period ending March 31,

1 2008, approximately 4,801,000 dts, or 21% of Piedmont's South Carolina
2 deliveries were to the interruptible market.

3 **Q. How does Piedmont calculate its customer growth?**

4 A. Piedmont reviews historical gross customer additions, holds discussions
5 with various business leaders/trade allies and field sales employees, and
6 considers forecasts of local, regional and national business drivers (i.e.,
7 economic conditions, demographic, etc.) to derive its customer growth
8 projections.

9 **Q. How does the Company calculate its Design Day requirements for the**
10 **future and plan to have adequate delivery capacity available for its firm**
11 **sales market requirements?**

12 A. The Design Day calculation involves several elements: the actual throughput
13 and degree days experienced on a the most recent day that approaches the
14 design day temperature, the day's interruptible sales, the days actual firm
15 and interruptible transportation quantities, the dekatherm per degree day
16 factor ("DTh/DD") generated from the forecast software program
17 "GASDAY", and the forecasted number of heat sensitive sales customers
18 expected during the upcoming heating season. Each subsequent yearly
19 design day forecast is derived by increasing the temperature sensitive rate
20 classes' usage by multiplying the previous year's projected usage by each
21 succeeding year's forecasted growth percentage. Industrial firm sales are
22 typically held constant unless we are aware of specific customer gains or
23 losses in this category. The Company also constructs load duration curves
24 that forecast the Company's firm sales market requirements for normal
25 weather conditions, design day weather conditions and design winter season
26 conditions. The supply requirements are plotted in descending order of

1 magnitude, with existing pipeline capacity and storage resources overlaid to
2 expose any supply shortfalls. The load duration curves for 2007-2008
3 forecasted design winter season described above, as well as the actual 2007-
4 2008 winter season load duration curve is shown in Exhibit__(WCW-1).
5 The forecasted load duration curves for the 2008-2009 winter season are
6 shown in Exhibit__(WCW-2).

7 **Q. What process does Piedmont undertake to acquire firm capacity to**
8 **meet its growing sales market requirements?**

9 A. Piedmont secures incremental capacity to meet the growth requirements of
10 its firm sales customers consistent with its "best cost" policy, as described
11 by Mr. Maust in his testimony. To implement this policy, Piedmont
12 attempts to contract for timely and cost effective capacity that is tailored to
13 the demand characteristics of its market. Piedmont evaluates interstate
14 pipeline capacity and storage offerings expected to be available at the time
15 that it is determined that additional future firm delivery service is required.
16 The company attempts to match the days of service of new incremental
17 transportation capacity to the duration of its incremental demand on the
18 most economical basis possible. Piedmont attempts to acquire peaking
19 services to meet projected peak day demand, storage services to meet
20 projected seasonal demand, and year round firm transportation services to
21 meet baseload demand and provide capacity to be available for storage
22 inventory replenishment. However, service choices are generally limited to
23 those offered during the period of evaluation.

24
25 **Q. Has the Company witnessed any normalized reduction in usage per**
26 **customer over the review period in this proceeding?**

1 A. Yes, the Company has experienced a reduction in weather normalized usage
2 per customer.

3 **Q. What is the cause of this reduction in weather normalized usage per**
4 **customer?**

5 A. We believe there are several causes. The increased efficiency of new
6 appliances used by new customers or the replacement of old equipment by
7 existing customers can partially explain the reduction. During the past few
8 years the Company, popular press and the general public discussion has
9 informed the public about commodity prices and ways to use less energy.
10 We believe there has also been a resulting reduction in usage from
11 conservation measures employed by customers directly resulting from
12 increased prices and their awareness of such increased prices.

13 **Q. Does Piedmont believe that this reduction in usage applies to design day**
14 **calculations as well?**

15 A. No. Piedmont and the natural gas industry have not seen evidence that
16 conservation/reduced usage occurs during design day conditions. As such,
17 the Company will continue to utilize a conservative approach to design day
18 forecasting unless and until more comprehensive data indicates that another
19 approach is appropriate.

20 **Q. What were the design day peak demand requirements used by the**
21 **Company for planning purposes for the review period as well as the**
22 **current forecasted design day demand requirements for the next four**
23 **winter seasons, the amount of heating degree days, dekatherms per**
24 **heating degree day, customer growth rates and supporting calculations**
25 **used to determine the peak day requirement amounts?**

26 A. Please see Exhibit __ (WCW-3).

1 **Q. What were the estimated base load demand requirements of the firm**
2 **market for the review period, as well as the current forecasted base load**
3 **demand requirements for the next four years?**

4 A. Please see Exhibit__(WCW-4).

5 **Q. Please describe how the Company plans to supply its estimated future**
6 **growth requirements during the next four-year period beginning with**
7 **the 2008-2009 winter season.**

8 A. Piedmont continually monitors interstate pipeline and storage capacity
9 offerings in light of prospective growth requirements detailed in
10 Exhibit__(WCW-3). The Company will add additional capacity utilizing its
11 "best cost" purchasing philosophy as its firm market supply requirements
12 dictate. On June 9, 2008, Piedmont announced its intention to build a 1.25
13 Bcf LNG facility. This facility will be available to meet Piedmont's peaking
14 needs beginning in the 2012/2013 winter heating season. The Company
15 currently operates 2 LNG units on the Carolinas system and this has proven
16 to be a very cost effective way to address peaking needs as well as add
17 flexibility to the system.

18 **Q. Does the Company plan for any reserve margin to accommodate**
19 **statistical anomalies, unanticipated supply or capacity interruption,**
20 **force majeure, emergency gas usage or colder-than-design weather?**

21 A. Yes, the Company computes a five percent reserve margin and arranges for
22 supply and/or capacity to provide delivery of the reserve margin for events
23 such as those listed above. This reserve margin is reflected in
24 Exhibit__(WCW-3).

25 **Q. Is it possible to maintain capacity rights that exactly match Piedmont's**
26 **calculated design day peak demand plus reserve margin at all times?**

1 A. No. Capacity additions are acquired in "blocks" of additional
2 transportation, storage, or LNG capacity, as they become needed to ensure
3 Piedmont's ability to serve its customers based on the options available at
4 that time. As a practical matter, this means that at any given moment in
5 time, Piedmont's actual capacity assets will vary from its forecasted demand
6 capacity requirements.

7 **Q. Please describe the Company's interest and position on any issues**
8 **before the FERC that may have a significant impact on the company's**
9 **operations and a description of the status of each proceeding described.**

10 A. The Company routinely intervenes and participates in interstate natural gas
11 pipeline proceedings before the FERC. A current summary of such proceedings
12 in which Piedmont is a party is attached hereto as Exhibit__ (WCW-5).

13 **Q. Does this conclude your testimony?**

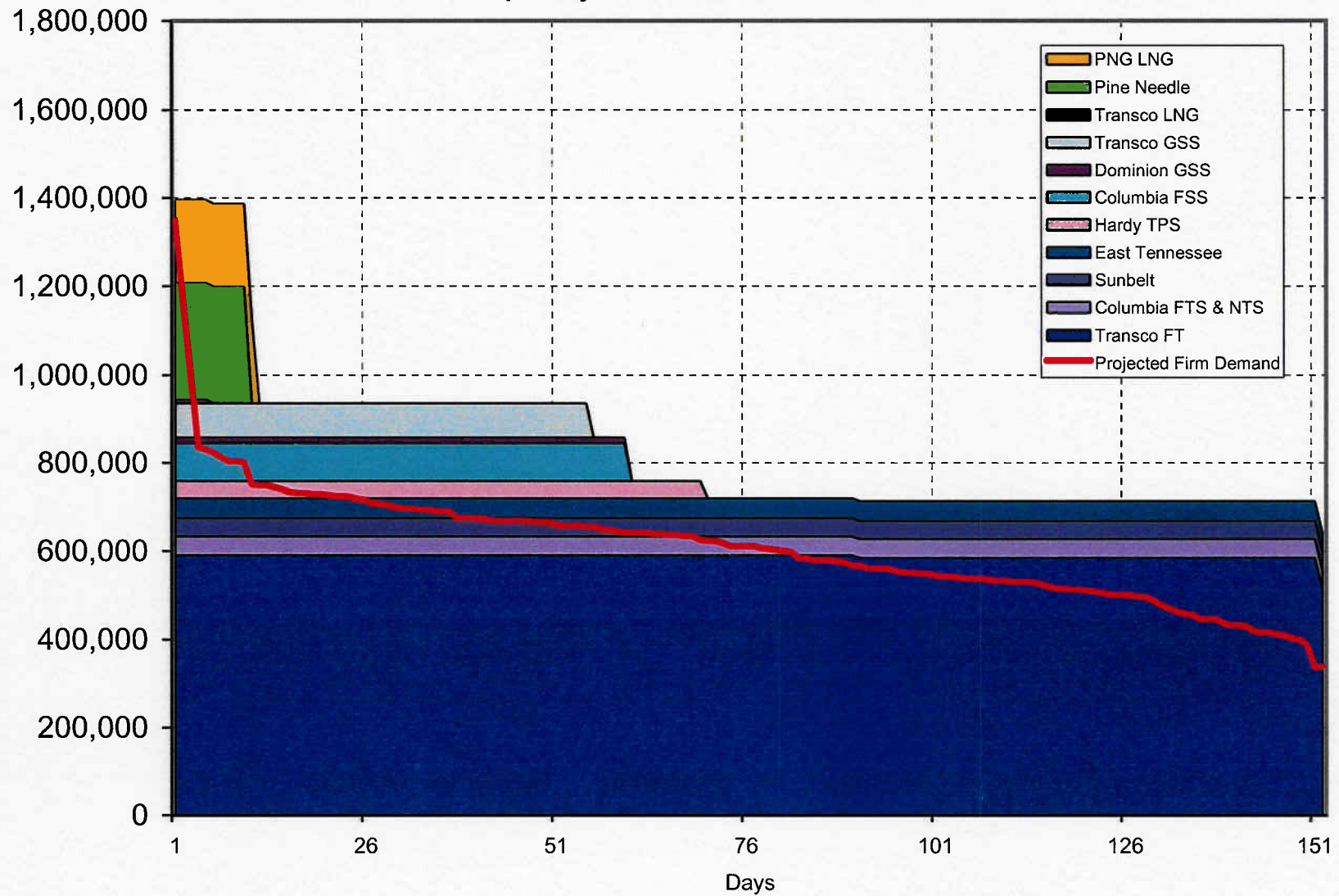
14 A. Yes it does.

EXHIBIT__(WCW-1)

2007-08 Load Duration Curve

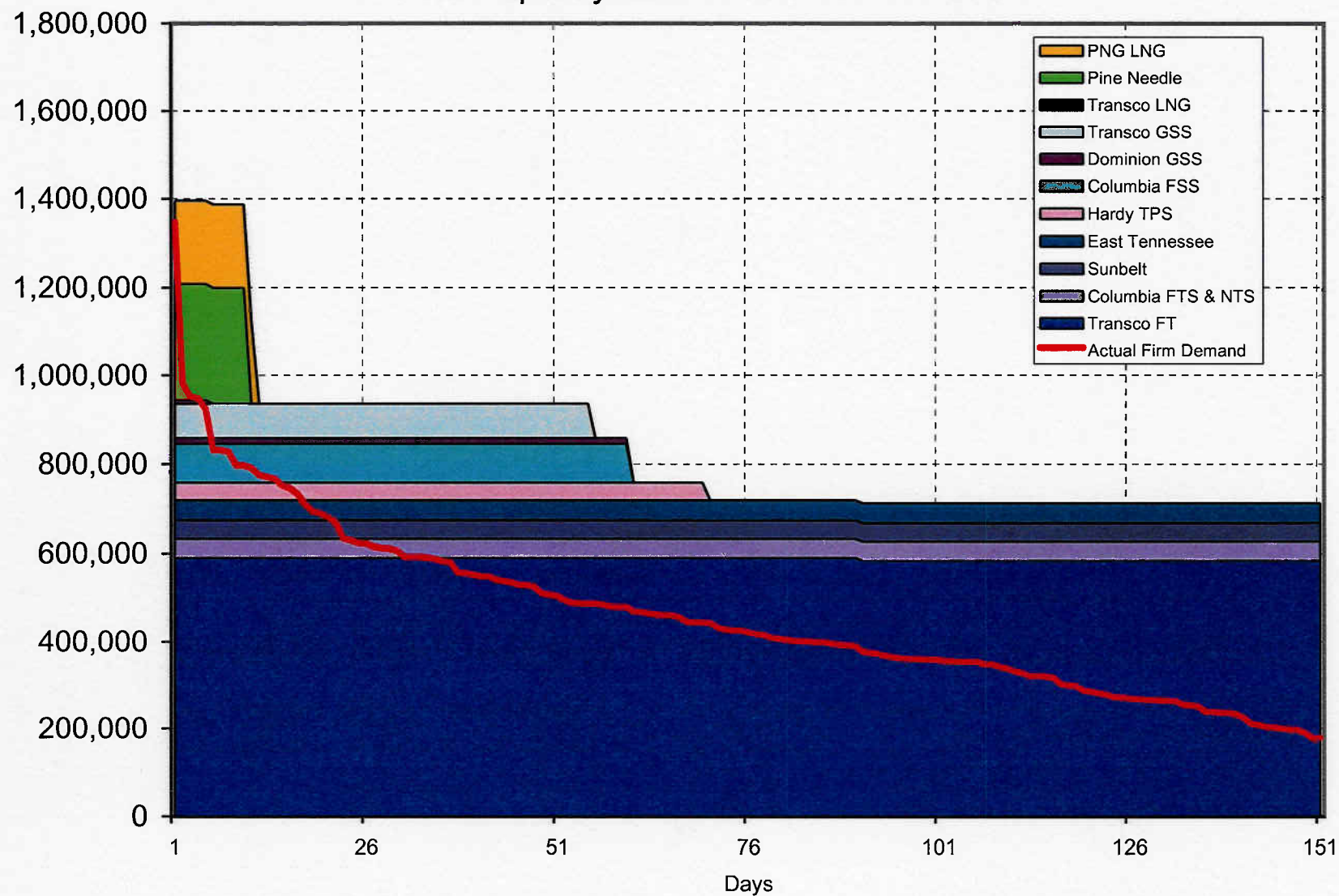
Design Winter Season - Total Carolinas

Firm Capacity and Forecasted Demand



2007-08 Load Duration Curve Design Winter Season - Total Carolinas

Firm Capacity and Actual Firm Sendout



EXHIBIT__(WCW-2)

EXHIBIT__(WCW-3)

Firm Design Day Requirements Excluding Special Firm Transportation Contracts

	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
North Carolina - West									
Res. Customer Growth %	3.35000%	2.24000%	3.10000%	3.10000%	3.10000%	3.10000%	3.10000%	3.10000%	3.10000%
Comm. Customer Growth %	1.68000%	3.10000%	1.09000%	1.09000%	1.09000%	1.09000%	1.09000%	1.09000%	1.09000%
Total Residential Usage	495,242	510,595	526,423	542,742	559,567	576,914	594,798	613,237	632,247
Total Commercial Usage	282,631	285,712	288,826	291,974	295,157	298,374	301,626	304,914	308,238
Total Firm Industrial Usage	46,301	46,301	46,301	46,301	46,301	46,301	46,301	46,301	46,301
Total Firm Usage	824,174	842,608	861,550	881,017	901,025	921,589	942,725	964,452	986,786
5% Reserve Margin	24,762	25,530	26,321	27,137	27,978	28,846	29,740	30,662	31,612
Total Firm w/ Reserve	848,936	868,138	887,871	908,154	929,003	950,435	972,465	995,114	1,018,398
North Carolina - East									
Res. Customer Growth %	0.71000%	3.10000%	3.10000%	3.10000%	3.10000%	3.10000%	3.10000%	3.10000%	3.10000%
Comm. Customer Growth %	0.34000%	1.09000%	1.09000%	1.09000%	1.09000%	1.09000%	1.09000%	1.09000%	1.09000%
Total Residential Usage	143,881	148,341	152,940	157,681	162,569	167,609	172,805	178,162	183,685
Total Commercial Usage	117,288	118,566	119,858	121,164	122,485	123,820	125,170	126,534	127,913
Total Firm Industrial Usage	45,451	45,451	45,451	45,451	45,451	45,451	45,451	45,451	45,451
Total Firm Usage	306,620	312,358	318,249	324,296	330,505	336,880	343,426	350,147	357,049
5% Reserve Margin	15,331	15,618	15,912	16,215	16,525	16,844	17,171	17,507	17,852
Net Firm w/ Reserve	321,951	327,976	334,161	340,511	347,030	353,724	360,597	367,654	374,901
South Carolina									
Res. Customer Growth %	0.41000%	1.80000%	1.80000%	1.80000%	1.80000%	1.80000%	1.80000%	1.80000%	1.80000%
Comm. Customer Growth %	0.18000%	0.26000%	0.26000%	0.26000%	0.26000%	0.26000%	0.26000%	0.26000%	0.26000%
Total Residential Usage	104,951	106,840	108,763	110,721	112,714	114,743	116,808	118,911	121,051
Total Commercial Usage	62,438	62,600	62,763	62,926	63,090	63,254	63,418	63,583	63,748
Total Firm Industrial Usage	7,643	7,643	7,643	7,643	7,643	7,643	7,643	7,643	7,643
Total Firm Usage	175,032	177,083	179,169	181,290	183,447	185,640	187,869	190,137	192,442
5% Reserve Margin	8,752	8,854	8,958	9,065	9,172	9,282	9,393	9,507	9,622
Total Firm w/ Reserve	183,784	185,937	188,127	190,355	192,619	194,922	197,262	199,644	202,064
Total Carolinas									
Res. Customer Growth %	2.41000%	2.01000%	2.02000%	2.03000%	2.05000%	2.06000%	2.07000%	2.08000%	2.10000%
Comm. Customer Growth %	1.13000%	0.98000%	0.98000%	0.98000%	0.98000%	0.98000%	0.98000%	0.98000%	0.98000%
Total Residential Usage	744,074	765,776	788,126	811,144	834,850	859,266	884,411	910,310	936,983
Total Commercial Usage	462,357	466,878	471,447	476,064	480,732	485,448	490,214	495,031	499,899
Total Firm Industrial Usage	99,395	99,395	99,395	99,395	99,395	99,395	99,395	99,395	99,395
Total Firm Usage	1,305,826	1,332,049	1,358,968	1,386,603	1,414,977	1,444,109	1,474,020	1,504,736	1,536,277
5% Reserve Margin	65,291	66,602	67,948	69,330	70,749	72,205	73,701	75,237	76,814
Total Firm w/ Reserve	1,371,117	1,398,651	1,426,916	1,455,933	1,485,726	1,516,314	1,547,721	1,579,973	1,613,091

Firm Design Day Requirements Excluding Special Firm Transportation Contracts

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
North Carolina - West									
Res. Customer Growth %	1.80000%	1.24000%	1.72000%	1.72000%	1.72000%	1.72000%	1.72000%	1.72000%	1.72000%
Comm. Customer Growth %	2.53000%	1.72000%	0.59000%	0.59000%	0.59000%	0.59000%	0.59000%	0.59000%	0.59000%
Total Residential Usage	495,928	504,458	513,135	521,961	530,939	540,071	549,360	558,809	568,421
Total Commercial Usage	278,304	279,946	281,598	283,259	284,930	286,611	288,302	290,003	291,714
Total Firm Industrial Usage	46,301	46,301	46,301	46,301	46,301	46,301	46,301	46,301	46,301
Total Firm Usage	820,533	830,705	841,034	851,521	862,170	872,983	883,963	895,113	906,436
5% Reserve Margin	24,796	25,223	25,657	26,098	26,547	27,004	27,468	27,940	28,421
Total Firm w/ Reserve	845,329	855,928	866,691	877,619	888,717	899,987	911,431	923,053	934,857
North Carolina - East									
Res. Customer Growth %	1.96000%	1.31000%	1.66000%	1.66000%	1.66000%	1.66000%	1.66000%	1.66000%	1.66000%
Comm. Customer Growth %	2.99000%	1.66000%	1.37000%	1.37000%	1.37000%	1.37000%	1.37000%	1.37000%	1.37000%
Total Residential Usage	152,230	154,757	157,326	159,938	162,593	165,292	168,036	170,825	173,661
Total Commercial Usage	120,436	122,086	123,759	125,454	127,173	128,915	130,681	132,471	134,286
Total Firm Industrial Usage	45,451	45,451	45,451	45,451	45,451	45,451	45,451	45,451	45,451
Total Firm Usage	318,117	322,294	326,536	330,843	335,217	339,658	344,168	348,747	353,398
5% Reserve Margin	15,906	16,115	16,327	16,542	16,761	16,983	17,208	17,437	17,670
Total Firm w/ Reserve	334,023	338,409	342,863	347,385	351,978	356,641	361,376	366,184	371,068
South Carolina									
Res. Customer Growth %	1.37000%	0.80000%	1.21000%	1.21000%	1.21000%	1.21000%	1.21000%	1.21000%	1.21000%
Comm. Customer Growth %	1.90000%	1.21000%	0.18000%	0.18000%	0.18000%	0.18000%	0.18000%	0.18000%	0.18000%
Total Residential Usage	115,763	117,164	118,582	120,017	121,469	122,939	124,427	125,933	127,457
Total Commercial Usage	67,438	67,559	67,681	67,803	67,925	68,047	68,169	68,292	68,415
Total Firm Industrial Usage	7,643	7,643	7,643	7,643	7,643	7,643	7,643	7,643	7,643
Total Firm Usage	190,844	192,366	193,906	195,463	197,037	198,629	200,239	201,868	203,515
5% Reserve Margin	9,542	9,618	9,695	9,773	9,852	9,931	10,012	10,093	10,176
Total Firm w/ Reserve	200,386	201,984	203,601	205,236	206,889	208,560	210,251	211,961	213,691
Total Carolinas									
Res. Customer Growth %	1.78000%	1.19000%	1.20000%	1.20000%	1.20000%	1.21000%	1.21000%	1.22000%	1.22000%
Comm. Customer Growth %	2.53000%	1.63000%	1.63000%	1.63000%	1.63000%	1.63000%	1.63000%	1.63000%	1.63000%
Total Residential Usage	763,921	776,379	789,043	801,916	815,001	828,302	841,823	855,567	869,539
Total Commercial Usage	466,178	469,591	473,038	476,516	480,028	483,573	487,152	490,766	494,415
Total Firm Industrial Usage	99,395	99,395	99,395	99,395	99,395	99,395	99,395	99,395	99,395
Total Firm Usage	1,329,494	1,345,365	1,361,476	1,377,827	1,394,424	1,411,270	1,428,370	1,445,728	1,463,349
5% Reserve Margin	66,475	67,268	68,074	68,891	69,721	70,564	71,419	72,286	73,167
Total Firm w/ Reserve	1,395,969	1,412,633	1,429,550	1,446,718	1,464,145	1,481,834	1,499,789	1,518,014	1,536,516

Carolinas Demand & Supply Schedule **2.01% Carolinas Demand Growth Rate**

(All Values in Dt/d)

(All Values in Dtd)			102.01%	102.01%	102.01%	102.01%	102.01%	102.01%	102.01%			
DEMAND			Winter Period:	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15
1	System Design Day Firm Sendout ¹			1,293,436	1,332,049	1,358,823	1,386,135	1,413,996	1,442,417	1,471,410	1,500,985	1,531,155
2	Reserve Margin on Design Day Demand (5%)			64,672	66,602	67,941	69,307	70,700	72,121	73,571	75,049	76,558
3	Subtotal Demand			1,358,108	1,398,651	1,426,764	1,455,442	1,484,696	1,514,538	1,544,981	1,576,034	1,607,713
4	Less:											
5	Firm Transportation Without Standby ²			(44,000)	(51,114)							
6	Total Firm Sales Demand			1,314,108	1,347,537	1,426,764	1,455,442	1,484,696	1,514,538	1,544,981	1,576,034	1,607,713
7	SUPPLY											
8	Firm Supplies		Days									
9	Transco	FT	365	376,016	376,016	376,016	376,016	376,016	376,016	376,016	376,016	376,016
10	Transco	FT - 1002268	365	6,440	6,440	6,440	6,440	6,440	6,440	6,440	6,440	6,440
11	Transco	FT SE '94/95/96	365	129,485	129,485	129,485	129,485	129,485	129,485	129,485	129,485	129,485
12	Transco	Sunbelt	365	41,400	41,400	41,400	41,400	41,400	41,400	41,400	41,400	41,400
13	Columbia Gas	FTS	365	32,801	32,801	32,801	32,801	32,801	32,801	32,801	32,801	32,801
14	Columbia Gas	NTS	365	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
15	East Tennessee	FT ³	365	44,798	44,798	44,798	44,798	44,798	44,798	44,798	44,798	44,798
16	Total Year Round			640,940	640,940	640,940	640,940	640,940	640,940	640,940	640,940	640,940
17												
18	Transco	FT Southern Expansion	151	72,502	72,502	72,502	72,502	72,502	72,502	72,502	72,502	72,502
19	Transco	FT - 1004995	90	6,314	6,314	6,314	6,314	6,314	6,314	6,314	6,314	6,314
20	Total Winter Only			78,816	78,816	78,816	78,816	78,816	78,816	78,816	78,816	78,816
21												
22	Hardy Storage	HSS ⁴	69		39,111	58,667	68,835	68,835	68,835	68,835	68,835	68,835
23	Dominion	GSS ⁵	60	13,000	13,225	13,225	13,225	13,225	13,225	13,225	13,225	13,225
24	Columbia Gas	FSS/SST	59	86,368	86,368	86,368	86,368	86,368	86,368	86,368	86,368	86,368
25	Transco	GSS Storage	55	77,475	77,475	77,475	77,475	77,475	77,475	77,475	77,475	77,475
26	Total Storage			176,843	216,179	235,735	245,903	245,903	245,903	245,903	245,903	245,903
27												
28	Firm Supplies Total			896,599	935,935	955,491	965,659	965,659	965,659	965,659	965,659	965,659
29												
30	Peaking Supplies											
31	Piedmont	LNG - local	10	188,000	188,000	188,000	188,000	188,000	188,000	188,000	188,000	188,000
32	Transco	Pine Needle	10	15,000								
33	Transco	Pine Needle	10	248,400	263,400	263,400	263,400	263,400	263,400	263,400	263,400	263,400
34	Transco	LNG (formerly LG-A)	5	8,643	8,643	8,643	8,643	8,643	8,643	8,643	8,643	8,643
35	Peaking Supplies Total			460,043	460,043	460,043	460,043	460,043	460,043	460,043	460,043	460,043
36												
37	Total Supply			1,356,642	1,395,978	1,415,534	1,425,702	1,425,702	1,425,702	1,425,702	1,425,702	1,425,702
38	Surplus(Deficit)			42,534	48,441	(11,230)	(29,740)	(58,994)	(88,836)	(119,279)	(150,332)	(182,011)

Notes:

1/ Design Day Demand estimates for 2006-07 are as of July 2006. Design Day Demand estimates for 2007-08 and beyond are as of June 2007. Four NC municipalities (Monroe, Rocky Mount, Wilson and Greenville) have firm transportation service with Piedmont. Accordingly, their design day demand is not reflected in the estimate on line 1, with the exception of annually approved quantities associated with firm peaking service for Rocky Mount, Wilson & Greenville.

2/ Firm Transportation Without Standby represents the quantity of gas estimated to be delivered by Piedmont's Rate Schedule 113 and 213 customers on design day. These customers can elect either transportation or sales service on an annual basis. Since the System Design Day Demand estimate on line 1 captures the demand of all firm large volume customers, an adjustment is made on line 5 for those customers who have elected firm transportation service (Rate Schedules 113 and 213) instead of firm sales services (Rate Schedules 103 and 203) for the coming winter.

3/ East Tennessee quantities are delivered to Cascade Creek via TPS service on Columbia Gas Transmission and then to Piedmont's citygate via an FT segmented backhaul on Transco. The delivery of 44,798 dt is calculated from the receipt of 25,333 dt into East Tennessee from TETCO and 20,432 dt into East Tennessee from Midwestern, less 2.11% fuel on East Tennessee.

4/ Hardy Storage quantities are delivered to Piedmont's citygate via TPS service on Columbia Gas Transmission to Transco Boswells Tavern and FT segmented backhaul on Transco.

5/ Dominion GSS will be delivered to Piedmont's citygate using Dominion FTGSS service, Transco FT service Leidy to Princeton Junction "Station 210" and a Transco mainline IT backhaul service to the Piedmont citygate.

Contract amounts in red, **bolded**, and *italicized* indicate contracts that are up for renegotiation or are in evergreen.

Carolinas Demand & Supply Schedule **1.19% Carolinas Demand Growth Rate**

(All Values in Dt/d)

(All Values in Dtd)			101.19%	101.19%	101.19%	101.19%	101.19%	101.19%	101.19%		
DEMAND			2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
1	System Design Day Firm Sendout ¹		1,329,494	1,345,365	1,361,375	1,377,575	1,393,968	1,410,556	1,427,342	1,444,327	1,461,514
2	Reserve Margin on Design Day Demand (5%)		66,475	67,268	68,069	68,879	69,698	70,528	71,367	72,216	73,076
3	Subtotal Demand		1,395,969	1,412,633	1,429,444	1,446,454	1,463,666	1,481,084	1,498,709	1,516,543	1,534,590
4	Less:										
5	Firm Transportation Without Standby ²		(51,114)	(57,671)							
6	Total Firm Sales Demand		1,344,855	1,354,962	1,429,444	1,446,454	1,463,666	1,481,084	1,498,709	1,516,543	1,534,590
7	SUPPLY										
8	Firm Supplies										
9	Transco	FT	365	376,016	376,016	376,016	376,016	376,016	376,016	376,016	376,016
10	Transco	FT - 1002268	365	6,440	6,440	6,440	6,440	6,440	6,440	6,440	6,440
11	Transco	FT SE '94/95/96	365	129,485	129,485	129,485	129,485	129,485	129,485	129,485	129,485
12	Transco	Sunbelt	365	41,400	41,400	41,400	41,400	41,400	41,400	41,400	41,400
13	Columbia Gas	FTS	365	32,801	32,801	32,801	32,801	32,801	32,801	32,801	32,801
14	Columbia Gas	NTS	365	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
15	East Tennessee	FT ³	365	44,798	44,798	44,798	44,798	44,798	44,798	44,798	44,798
16	Total Year Round			640,940	640,940	640,940	640,940	640,940	640,940	640,940	640,940
17											
18	Transco	FT Southern Expansion	151	72,502	72,502	72,502	72,502	72,502	72,502	72,502	72,502
19	Transco	FT - 1004995	90	6,314	6,314	6,314	6,314	6,314	6,314	6,314	6,314
20	Total Winter Only			78,816	78,816	78,816	78,816	78,816	78,816	78,816	78,816
21											
22	Hardy Storage	HSS ⁴	69	39,111	58,667	68,835	68,835	68,835	68,835	68,835	68,835
23	Dominion	GSS ⁵	60	13,225	13,225	13,225	13,225	13,225	13,225	13,225	13,225
24	Columbia Gas	FSS/SSST	59	86,368	86,368	86,368	86,368	86,368	86,368	86,368	86,368
25	Transco	GSS Storage	55	77,475	77,475	77,475	77,475	77,475	77,475	77,475	77,475
26	Total Storage			216,179	235,735	245,903	245,903	245,903	245,903	245,903	245,903
27											
28	Firm Supplies Total			935,935	955,491	965,659	965,659	965,659	965,659	965,659	965,659
29											
30	Peaking Supplies										
31	Piedmont	LNG - local	10	188,000	188,000	188,000	188,000	188,000	188,000	188,000	188,000
32	Transco	Pine Needle	10	263,400	263,400	263,400	263,400	263,400	263,400	263,400	263,400
33	Transco	LNG (formerly LG-A)	5	8,643	8,643	8,643	8,643	8,643	8,643	8,643	8,643
34	Peaking Supplies Total			460,043	460,043	460,043	460,043	460,043	460,043	460,043	460,043
35											
36	Total Supply			1,395,978	1,415,534	1,425,702	1,425,702	1,425,702	1,425,702	1,425,702	1,425,702
37	Surplus(Deficit)			51,123	60,572	(3,742)	(20,752)	(37,964)	(55,382)	(73,007)	(90,841)

Notes:

1/ Design Day Demand estimates for 2007-08 are as of July 2007. Design Day Demand estimates for 2008-09 and beyond are as of June 2008. Four NC municipalities (Monroe, Rocky Mount, Wilson and Greenville) have firm transportation service with Piedmont. Accordingly, their design day demand is not reflected in the estimate on line 1, with the exception of annually approved quantities associated with firm peaking service for Rocky Mount & Wilson.

2/ Firm Transportation Without Standby represents the quantity of gas estimated to be delivered by Piedmont's Rate Schedule 113 and 213 customers on design day. These customers can elect either transportation or sales service on an annual basis. Since the System Design Day Demand estimate on line 1 captures the demand of all firm large volume customers, an adjustment is made on line 5 for those customers who have elected firm transportation service (Rate Schedules 113 and 213) instead of firm sales services (Rate Schedules 103 and 203) for the coming winter.

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4/ Hardy Storage quantities are delivered to Piedmont's citygate via TPS service on Columbia Gas Transmission to Transco Boswells Tavern and FT segmented backhaul on Transco.

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EXHIBIT__(WCW-4)

North Carolina - West

Exhibit__(WCW-4)

Firm Base Load Requirements Excluding Special Firm Transportation Contracts

Daily Degree Days

0.0

Current Forecast

	Jan 2007	Jan 2008	Jan 2009	Jan 2010	Jan 2011	Jan 2012
Customers						
Rate 21- Standard SU	204,848	211,198	217,745	224,495	231,454	238,629
Rate 01 - Value SU	198,748	204,909	211,261	217,810	224,562	231,523
Rate 01 - Value MU	19,562	20,168	20,793	21,438	22,103	22,788
Rate 21 - Standard MU	32,389	33,393	34,428	35,495	36,595	37,729
Rate 02 standard	35,518	35,905	36,296	36,692	37,092	37,496
Rate 32 Value	12,846	12,986	13,128	13,271	13,416	13,562
Rate 52 standard	74	75	76	77	78	79
Rate 62 Value	267	270	273	276	279	282
Rate 42 - MF	9	9	9	9	9	9
Rate 103	37	37	37	37	37	37
Rate 113	135	135	135	135	135	135
Total Customers	<u>504,261</u>	<u>518,913</u>	<u>534,009</u>	<u>549,563</u>	<u>565,588</u>	<u>582,097</u>

Firm Base Load Requirements Excluding Special Contracts (DTs)

12-Months Ending 3/07	
Heat Factor	Base Factor
0.01415	0.01715
0.01681	0.06228
0.00862	0.05348
0.00756	0.01731
0.06626	0.04495
0.04460	1.35176
2.35906	3.59485
0.58753	24.75272
0.00000	3.31294
2.39448	93.50627
2.03362	112.59526
1.30%	

Rate 21- Standard SU	3,513	3,622	3,734	3,850	3,969	4,092
Rate 01 - Value SU	12,378	12,762	13,157	13,565	13,986	14,419
Rate 01 - Value MU	1,046	1,079	1,112	1,147	1,182	1,219
Rate 21 - Standard MU	561	578	596	614	633	653
Rate 02 standard	1,597	1,614	1,632	1,649	1,667	1,685
Rate 32 Value	17,365	17,554	17,746	17,939	18,135	18,333
Rate 52 standard	266	270	273	277	280	284
Rate 62 Value	6,609	6,683	6,757	6,832	6,906	6,980
Rate 42 - MF	30	30	30	30	30	30
Rate 103	3,460	3,460	3,460	3,460	3,460	3,460
Rate 113	15,200	15,200	15,200	15,200	15,200	15,200
Co Use & Unacct	<u>806</u>	<u>817</u>	<u>828</u>	<u>839</u>	<u>851</u>	<u>863</u>
Requirements	62,831	63,669	64,525	65,402	66,299	67,218
Reserve Margin(5%)	<u>3,142</u>	<u>3,183</u>	<u>3,226</u>	<u>3,270</u>	<u>3,315</u>	<u>3,361</u>
Total Demand	<u>65,973</u>	<u>66,852</u>	<u>67,751</u>	<u>68,672</u>	<u>69,614</u>	<u>70,579</u>

North Carolina - East

Firm Base Load Requirements Excluding Special Firm Transportation Contracts

Daily Degree Days 0.0

		Current Forecast				
	Jan 2007	Jan 2008	Jan 2009	Jan 2010	Jan 2011	Jan 2012
Customers						
Rate 21- Standard SU	69,885	72,051	74,285	76,588	78,962	81,410
Rate 01 - Value SU	48,478	49,981	51,530	53,127	54,774	56,472
Rate 01 - Value MU	491	506	522	538	555	572
Rate 21 - Standard MU	323	333	343	354	365	376
Rate 02 standard	10,836	10,954	11,073	11,194	11,316	11,439
Rate 32 Value	5,065	5,120	5,176	5,232	5,289	5,347
Rate 52 standard	22	22	22	22	22	22
Rate 62 Value	110	111	112	113	114	115
Rate 42 - MF	0	0	0	0	0	0
Rate 103	13	13	13	13	13	13
Rate 113	88	88	88	88	88	88
Military	2	2	2	2	2	2
Float Glass	1	1	1	1	1	1
Total Customers	135,314	139,182	143,167	147,272	151,501	155,857

Firm Base Load Requirements Including Military, Float Glass, & Municipalities (DTs)

Rate 21- Standard SU	1,023	1,055	1,088	1,121	1,156	1,192
Rate 01 - Value SU	2,819	2,906	2,996	3,089	3,185	3,283
Rate 01 - Value MU	15	15	15	16	16	17
Rate 21 - Standard MU	6	6	7	7	7	7
Rate 02 standard	360	364	368	372	376	380
Rate 32 Value	7,546	7,628	7,711	7,794	7,879	7,966
Rate 52 standard	62	62	62	62	62	62
Rate 62 Value	2,838	2,864	2,890	2,916	2,942	2,967
Rate 42 - MF	0	0	0	0	0	0
Rate 103	549	549	549	549	549	549
Rate 113	9,451	9,451	9,451	9,451	9,451	9,451
Military	2,531	2,531	2,531	2,531	2,531	2,531
Float Glass	8,536	8,536	8,536	8,536	8,536	8,536
Co Use & Unacct	<u>465</u>	<u>468</u>	<u>471</u>	<u>474</u>	<u>477</u>	<u>480</u>
Requirements	36,201	36,435	36,675	36,918	37,167	37,421
Reserve Margin(5%)	<u>1,810</u>	<u>1,822</u>	<u>1,834</u>	<u>1,846</u>	<u>1,858</u>	<u>1,871</u>
Total Demand	<u>38,011</u>	<u>38,257</u>	<u>38,509</u>	<u>38,764</u>	<u>39,025</u>	<u>39,292</u>

12-Months Ending 3/07

Heat Factor	Base Factor
0.01386	0.01464
0.01623	0.05814
0.00522	0.02968
0.00354	0.01949
0.05571	0.03325
0.02930	1.48975
2.13885	2.83493
0.44211	25.80311
0.00000	0.00000
1.87492	42.25488
0.98893	107.39792
156.21704	1,265.25392
0.00000	8,535.99096
1.30%	

South Carolina **Firm Base Load Requirements Excluding Special Firm Transportation Contracts**

Daily Degree Days 0.0

	Jan 2007	Current Forecast				
		Jan 2008	Jan 2009	Jan 2010	Jan 2011	Jan 2012
Customers						
Rate 21- Standard SU	58,672	59,728	60,803	61,897	63,011	64,145
Rate 01 - Value SU	44,810	45,617	46,438	47,274	48,125	48,991
Rate 01 - Value MU	5,086	5,178	5,271	5,366	5,463	5,561
Rate 21 - Standard MU	5,335	5,431	5,529	5,629	5,730	5,833
Rate 02 standard	10,084	10,110	10,136	10,162	10,188	10,214
Rate 32 Value	3,843	3,868	3,893	3,918	3,943	3,969
Rate 52 standard	19	19	19	19	19	19
Rate 62 Value	92	93	94	95	96	97
Rate 42 - MF	2	2	2	2	2	2
Rate 103	11	11	11	11	11	11
Rate 113	43	43	43	43	43	43
Total Customers	<u>127,997</u>	<u>130,100</u>	<u>132,239</u>	<u>134,416</u>	<u>136,631</u>	<u>138,885</u>

							12-Months Ending 3/07	
Firm Base Load Requirements Excluding Special Contracts (DTs)							Heat Factor	Base Factor
Rate 21- Standard SU	935	951	969	986	1,004	1,022	0.01472	0.01593
Rate 01 - Value SU	2,698	2,746	2,796	2,846	2,897	2,949	0.01783	0.06020
Rate 01 - Value MU	306	312	317	323	329	335	0.00809	0.06019
Rate 21 - Standard MU	111	113	115	117	119	121	0.00806	0.02075
Rate 02 standard	467	468	469	470	472	473	0.05850	0.04629
Rate 32 Value	5,046	5,078	5,111	5,144	5,177	5,211	0.04611	1.31293
Rate 52 standard	25	25	25	25	25	25	3.04496	1.33521
Rate 62 Value	2,131	2,154	2,177	2,201	2,224	2,247	0.40790	23.16476
Rate 42 - MF	8	8	8	8	8	8	0.02827	4.20285
Rate 103	691	691	691	691	691	691	1.31773	62.78262
Rate 113	4,118	4,118	4,118	4,118	4,118	4,118	0.81517	95.75606
Co Use & Unacct	<u>215</u>	<u>217</u>	<u>218</u>	<u>220</u>	<u>222</u>	<u>224</u>	1.30%	
Requirements	16,751	16,881	17,014	17,149	17,286	17,424		
Reserve Margin(5%)	<u>838</u>	<u>844</u>	<u>851</u>	<u>857</u>	<u>864</u>	<u>871</u>		
Total Demand	<u>17,589</u>	<u>17,725</u>	<u>17,865</u>	<u>18,006</u>	<u>18,150</u>	<u>18,295</u>		

Total Carolinas (NC East, NC West, SC)
Firm Base Load Requirements Excluding Special Firm Transportation Contracts

Daily Degree Days 0.0

	Jan 2007	Current Forecast				
		Jan 2008	Jan 2009	Jan 2010	Jan 2011	Jan 2012
Customers						
Rate 21- Standard SU	333,405	342,977	352,833	362,980	373,427	384,184
Rate 01 - Value SU	292,036	300,507	309,229	318,211	327,461	336,986
Rate 01 - Value MU	25,139	25,852	26,586	27,342	28,121	28,921
Rate 21 - Standard MU	38,047	39,157	40,300	41,478	42,690	43,938
Rate 02 standard	56,438	56,969	57,505	58,048	58,596	59,149
Rate 32 Value	21,754	21,974	22,197	22,421	22,648	22,878
Rate 52 standard	115	116	117	118	119	120
Rate 62 Value	469	474	479	484	489	494
Rate 42 - MF	11	11	11	11	11	11
Rate 103	61	61	61	61	61	61
Rate 113	266	266	266	266	266	266
Military	2	2	2	2	2	2
Float Glass	1	1	1	1	1	1
Total Customers	<u>767,744</u>	<u>788,367</u>	<u>809,587</u>	<u>831,423</u>	<u>853,892</u>	<u>877,011</u>

Firm Base Load Requirements Excluding Special Contracts (DTs)

Rate 21- Standard SU	5,471	5,628	5,791	5,957	6,129	6,306
Rate 01 - Value SU	17,895	18,414	18,949	19,500	20,068	20,651
Rate 01 - Value MU	1,367	1,406	1,444	1,486	1,527	1,571
Rate 21 - Standard MU	678	697	718	738	759	781
Rate 02 standard	2,424	2,446	2,469	2,491	2,515	2,538
Rate 32 Value	29,957	30,260	30,568	30,877	31,191	31,510
Rate 52 standard	353	357	360	364	367	371
Rate 62 Value	11,578	11,701	11,824	11,949	12,072	12,194
Rate 42 - MF	38	38	38	38	38	38
Rate 103	4,700	4,700	4,700	4,700	4,700	4,700
Rate 113	28,769	28,769	28,769	28,769	28,769	28,769
Military	2,531	2,531	2,531	2,531	2,531	2,531
Float Glass	8,536	8,536	8,536	8,536	8,536	8,536
Co Use & Unacct	1,664	1,680	1,695	1,711	1,729	1,746
Total Requirements	115,961	117,163	118,392	119,647	120,931	122,242
Reserve Margin(5%)	<u>5,798</u>	<u>5,858</u>	<u>5,920</u>	<u>5,982</u>	<u>6,047</u>	<u>6,112</u>
Total Demand	<u>121,759</u>	<u>123,021</u>	<u>124,312</u>	<u>125,629</u>	<u>126,978</u>	<u>128,354</u>

North Carolina - West

Exhibit__(WCW-4)

Firm Base Load Requirements Excluding Special Firm Transportation Contracts

Daily Degree Days 0.0

	Jan 2008	Current Forecast				
		Jan 2009	Jan 2010	Jan 2011	Jan 2012	Jan 2013
Customers						
Rate 21- Standard SU	226,851	230,753	234,745	238,806	242,937	247,140
Rate 01 - Value SU	186,179	189,381	192,657	195,990	199,381	202,830
Rate 01 - Value MU	19,043	19,371	19,706	20,047	20,394	20,747
Rate 21 - Standard MU	35,012	35,614	36,230	36,857	37,495	38,144
Rate 02 standard	35,164	35,371	35,580	35,790	36,001	36,213
Rate 32 Value	13,613	13,693	13,774	13,855	13,937	14,019
Rate 52 standard	68	68	68	68	68	68
Rate 62 Value	259	261	263	265	267	269
Rate 42 - MF	9	9	9	9	9	9
Rate 103	36	36	36	36	36	36
Rate 113	134	134	134	134	134	134
Total Customers	<u>516,198</u>	<u>524,521</u>	<u>533,032</u>	<u>541,687</u>	<u>550,489</u>	<u>559,439</u>

Firm Base Load Requirements Excluding Special Contracts (DTs)

Rate 21- Standard SU	3,890	3,957	4,026	4,096	4,166	4,238
Rate 01 - Value SU	11,595	11,795	11,999	12,206	12,417	12,632
Rate 01 - Value MU	1,018	1,036	1,054	1,072	1,091	1,110
Rate 21 - Standard MU	606	616	627	638	649	660
Rate 02 standard	1,581	1,590	1,599	1,609	1,618	1,628
Rate 32 Value	18,402	18,510	18,619	18,729	18,839	18,950
Rate 52 standard	244	244	244	244	244	244
Rate 62 Value	6,411	6,460	6,510	6,559	6,609	6,658
Rate 42 - MF	30	30	30	30	30	30
Rate 103	3,366	3,366	3,366	3,366	3,366	3,366
Rate 113	15,088	15,088	15,088	15,088	15,088	15,088
Co Use & Unacct	<u>809</u>	<u>815</u>	<u>821</u>	<u>827</u>	<u>834</u>	<u>840</u>

Requirements	63,040	63,507	63,983	64,464	64,951	65,444
Reserve Margin(5%)	<u>3,152</u>	<u>3,175</u>	<u>3,199</u>	<u>3,223</u>	<u>3,248</u>	<u>3,272</u>
Total Demand	<u>66,192</u>	<u>66,682</u>	<u>67,182</u>	<u>67,687</u>	<u>68,199</u>	<u>68,716</u>

12-Months Ending 3/07	
Heat Factor	Base Factor
0.01415	0.01715
0.01681	0.06228
0.00862	0.05348
0.00756	0.01731
0.06626	0.04495
0.04460	1.35176
2.35906	3.59485
0.58753	24.75272
0.00000	3.31294
2.39448	93.50627
2.03362	112.59526
1.30%	

North Carolina - East **Firm Base Load Requirements Excluding Special Firm Transportation Contracts**

Daily Degree Days 0.0

	Jan 2008	Current Forecast				
		Jan 2009	Jan 2010	Jan 2011	Jan 2012	Jan 2013
Customers						
Rate 21- Standard SU	76,586	77,857	79,149	80,463	81,799	83,157
Rate 01 - Value SU	45,209	45,959	46,722	47,498	48,286	49,088
Rate 01 - Value MU	371	377	383	389	395	402
Rate 21 - Standard MU	578	588	598	608	618	628
Rate 02 standard	10,788	10,936	11,086	11,238	11,392	11,548
Rate 32 Value	5,337	5,410	5,484	5,559	5,635	5,712
Rate 52 standard	25	25	25	25	25	25
Rate 62 Value	111	113	115	117	119	121
Rate 42 - MF	0	0	0	0	0	0
Rate 103	19	19	19	19	19	19
Rate 113	92	92	92	92	92	92
Military	2	2	2	2	2	2
Float Glass	0	0	0	0	0	0
Total Customers	<u>139,118</u>	<u>141,378</u>	<u>143,675</u>	<u>146,010</u>	<u>148,382</u>	<u>150,794</u>

Firm Base Load Requirements Including Military, Float Glass, & Municipalities (DTs)

	1,121	1,140	1,159	1,178	1,198	1,217
Rate 21- Standard SU	1,121	1,140	1,159	1,178	1,198	1,217
Rate 01 - Value SU	2,628	2,672	2,716	2,762	2,807	2,854
Rate 01 - Value MU	11	11	11	12	12	12
Rate 21 - Standard MU	11	11	12	12	12	12
Rate 02 standard	359	364	369	374	379	384
Rate 32 Value	7,951	8,060	8,170	8,282	8,395	8,509
Rate 52 standard	71	71	71	71	71	71
Rate 62 Value	2,864	2,916	2,967	3,019	3,071	3,122
Rate 42 - MF	0	0	0	0	0	0
Rate 103	803	803	803	803	803	803
Rate 113	9,881	9,881	9,881	9,881	9,881	9,881
Military	2,531	2,531	2,531	2,531	2,531	2,531
Float Glass	0	0	0	0	0	0
Co Use & Unacct	<u>367</u>	<u>370</u>	<u>373</u>	<u>376</u>	<u>379</u>	<u>382</u>
Requirements	28,598	28,830	29,063	29,301	29,539	29,778
Reserve Margin(5%)	<u>1,430</u>	<u>1,442</u>	<u>1,453</u>	<u>1,465</u>	<u>1,477</u>	<u>1,489</u>
Total Demand	<u>30,028</u>	<u>30,272</u>	<u>30,516</u>	<u>30,766</u>	<u>31,016</u>	<u>31,267</u>

12-Months Ending 3/07	
Heat Factor	Base Factor
0.01386	0.01464
0.01623	0.05814
0.00522	0.02968
0.00354	0.01949
0.05571	0.03325
0.02930	1.48975
2.13885	2.83493
0.44211	25.80311
0.00000	0.00000
1.87492	42.25488
0.98893	107.39792
156.21704	1,265.25392
0.00000	8,535.99096
1.30%	

South Carolina

Firm Base Load Requirements Excluding Special Firm Transportation Contracts

Daily Degree Days 0.0

	Jan 2008	Current Forecast				
		Jan 2009	Jan 2010	Jan 2011	Jan 2012	Jan 2013
Customers						
Rate 21- Standard SU	64,211	64,988	65,774	66,570	67,375	68,190
Rate 01 - Value SU	41,068	41,565	42,068	42,577	43,092	43,613
Rate 01 - Value MU	4,805	4,863	4,922	4,982	5,042	5,103
Rate 21 - Standard MU	5,985	6,057	6,130	6,204	6,279	6,355
Rate 02 standard	9,909	9,927	9,945	9,963	9,981	9,999
Rate 32 Value	4,100	4,107	4,114	4,121	4,128	4,135
Rate 52 standard	22	22	22	22	22	22
Rate 62 Value	95	95	95	95	95	95
Rate 42 - MF	2	2	2	2	2	2
Rate 103	12	12	12	12	12	12
Rate 113	40	40	40	40	40	40
Total Customers	<u>130,249</u>	<u>131,678</u>	<u>133,124</u>	<u>134,588</u>	<u>136,068</u>	<u>137,566</u>

							12-Months Ending 3/07	
Firm Base Load Requirements Excluding Special Contracts (DTs)							Heat Factor	Base Factor
Rate 21- Standard SU	1,023	1,035	1,048	1,060	1,073	1,086	0.01472	0.01593
Rate 01 - Value SU	2,472	2,502	2,532	2,563	2,594	2,626	0.01783	0.06020
Rate 01 - Value MU	289	293	296	300	303	307	0.00809	0.06019
Rate 21 - Standard MU	124	126	127	129	130	132	0.00806	0.02075
Rate 02 standard	459	460	460	461	462	463	0.05850	0.04629
Rate 32 Value	5,383	5,392	5,401	5,411	5,420	5,429	0.04611	1.31293
Rate 52 standard	29	29	29	29	29	29	3.04496	1.33521
Rate 62 Value	2,201	2,201	2,201	2,201	2,201	2,201	0.40790	23.16476
Rate 42 - MF	8	8	8	8	8	8	0.02827	4.20285
Rate 103	753	753	753	753	753	753	1.31773	62.78262
Rate 113	3,830	3,830	3,830	3,830	3,830	3,830	0.81517	95.75606
Co Use & Unacct	<u>215</u>	<u>216</u>	<u>217</u>	<u>218</u>	<u>218</u>	<u>219</u>	1.30%	
Requirements	16,786	16,845	16,902	16,963	17,021	17,083		
Reserve Margin(5%)	<u>839</u>	<u>842</u>	<u>845</u>	<u>848</u>	<u>851</u>	<u>854</u>		
Total Demand	<u>17,625</u>	<u>17,687</u>	<u>17,747</u>	<u>17,811</u>	<u>17,872</u>	<u>17,937</u>		

Total Carolinas (NC East, NC West, SC)
Firm Base Load Requirements Excluding Special Firm Transportation Contracts

Daily Degree Days 0.0

		Current Forecast				
	Jan 2008	Jan 2009	Jan 2010	Jan 2011	Jan 2012	Jan 2013
Customers						
Rate 21- Standard SU	367,648	373,598	379,668	385,839	392,111	398,487
Rate 01 - Value SU	272,456	276,905	281,447	286,065	290,759	295,531
Rate 01 - Value MU	24,219	24,611	25,011	25,418	25,831	26,252
Rate 21 - Standard MU	41,575	42,259	42,958	43,669	44,392	45,127
Rate 02 standard	55,861	56,234	56,611	56,991	57,374	57,760
Rate 32 Value	23,050	23,210	23,372	23,535	23,700	23,866
Rate 52 standard	115	115	115	115	115	115
Rate 62 Value	465	469	473	477	481	485
Rate 42 - MF	11	11	11	11	11	11
Rate 103	67	67	67	67	67	67
Rate 113	266	266	266	266	266	266
Military	2	2	2	2	2	2
Float Glass	0	0	0	0	0	0
Total Customers	785,735	797,747	810,001	822,455	835,109	847,969

Firm Base Load Requirements Excluding Special Contracts (DTs)

Rate 21- Standard SU	6,034	6,132	6,233	6,334	6,437	6,541
Rate 01 - Value SU	16,695	16,969	17,247	17,531	17,818	18,112
Rate 01 - Value MU	1,318	1,340	1,361	1,384	1,406	1,429
Rate 21 - Standard MU	741	753	766	779	791	804
Rate 02 standard	2,399	2,414	2,428	2,444	2,459	2,475
Rate 32 Value	31,736	31,962	32,190	32,422	32,654	32,888
Rate 52 standard	344	344	344	344	344	344
Rate 62 Value	11,476	11,577	11,678	11,779	11,881	11,981
Rate 42 - MF	38	38	38	38	38	38
Rate 103	4,922	4,922	4,922	4,922	4,922	4,922
Rate 113	28,799	28,799	28,799	28,799	28,799	28,799
Military	2,531	2,531	2,531	2,531	2,531	2,531
Float Glass	0	0	0	0	0	0
Co Use & Unacct	1,391	1,401	1,411	1,421	1,431	1,441
Total Requirements	108,424	109,182	109,948	110,728	111,511	112,305
Reserve Margin(5%)	<u>5,421</u>	<u>5,459</u>	<u>5,497</u>	<u>5,536</u>	<u>5,576</u>	<u>5,615</u>
Total Demand	<u>113,845</u>	<u>114,641</u>	<u>115,445</u>	<u>116,264</u>	<u>117,087</u>	<u>117,920</u>

EXHIBIT__(WCW-5)

Piedmont's Filing Activity

<i>Docket Number</i>	<i>Pipeline</i>	<i>Activity Date</i>	<i>Filing Statement</i>	<i>Docket Description</i>
CP08-38-000	East Tennessee Gas Transmission	1/2/2008	Motion to Intervene.	<p>East Tennessee Natural Gas, LLC ("East Tennessee") submitted for filing a Request for Authorization of Blanket Certificate Activity ("Request"). By this Request, East Tennessee requests authorization to acquire, operate, and maintain approximately 72 miles of 8-inch pipeline and associated meters and appurtenant facilities, which is also known as the P-25 Line, currently owned by Spectra Energy Virginia Pipeline Company ("Virginia Pipeline"). The New Facilities consist of 71.98 miles of 8-inch diameter pipeline running from an interconnection with East Tennessee near Chilhowie, Virginia, to an interconnection with East Tennessee near Radford, Virginia. East Tennessee is acquiring the New Facilities for a purchase price of \$25,300,000. East Tennessee states that it is financing this acquisition primarily using shares in its parent Spectra Energy Partners, LP and minor amounts of cash, all as detailed in an asset purchase agreement, dated December 13, 2007.</p>

<i>Docket Number</i>	<i>Pipeline</i>	<i>Activity Date</i>	<i>Filing Statement</i>	<i>Docket Description</i>
cp08-55-000	Tennessee Gas Pipeline	1/24/2008	Filed motion to intervene.	On January 15, 2008, Tennessee Gas Pipeline ("Tennessee") tendered for filing an abbreviated application for a certificate of public convenience and necessity, pursuant to Section 7(c) of the Natural Gas Act ("NGA"), to acquire certain offshore and onshore natural gas facilities located in the Gulf of Mexico and in Louisiana from Columbia Gulf Transmission Company ("Columbia Gulf") and Columbia Deep Water Services Company, an affiliate of Columbia Gulf. In addition to the acquisition of the facilities, Tennessee seeks authorization, pursuant to Section 7(b) of the NGA, to abandon a reciprocal lease for capacity between Tennessee and Columbia Gulf related to the Facilities, two exchange agreements between Tennessee and Columbia Gulf related to the Facilities, two compressor units at the Pecan Island Facility, each with 20,000 horsepower, and one 4,000 horsepower compressor unit located on the Vermilion Block 245 offshore platform.
CP08-58-000	Transcontinental Gas Pipe Line	1/31/2008	Motion to Intervene.	On January 18, 2008, Transcontinental Gas Pipe Line Corporation ("Transco"), requested authorization to replace three mainline pipeline segments in Howard County, Maryland to comply with United States Department of Transportation ("USDOT") requirements. The purpose of this Project is to replace 0.38 miles of 30" Mainlines "A" and "B" and 36" Mainline "C" from mileposts (MP) 1632.373 to MP 1632.750 in Howard County, Maryland. This pipeline replacement will not change the existing daily design capacity, daily maximum capacity, or operating pressures on Transco's mainline. Transco has estimated the total cost of the pipeline replacement project to be approximately \$9.6 million.

<i>Docket Number</i>	<i>Pipeline</i>	<i>Activity Date</i>	<i>Filing Statement</i>	<i>Docket Description</i>
RP06-569-000	Transcontinental Gas Pipe Line	5/15/2008	Testimony of Rich Flebbe Cross-Answer to Fortis Energy & South Jersey Resources. On behalf of WSS Customer Group.	Filing of Section 4 General Rate Increase - Transco states that the proposed cost of service in this filing is \$1,131,526,068, compared to a cost of service of \$717,154,080 underlying Transco's current rates which the Commission found just and reasonable in Docket No. RP01-245. Transco states that the increase in cost of service is due to a number of factors including an increase in operation and maintenance expenses, an increase in depreciation rates, an increase in the rate base, and an increase in the rate of return.
RP07-174-000	Columbia Gulf Transmission	7/11/2007	Request for Rehearing - The Commission erred by allowing Gulf to impose daily scheduling penalties without demonstrating that they were necessary to prevent the impairment of reliable service. Gulf's subsequent filing RP07-478, directly refutes the operational impairment justification for such penalties.	On February 16, 2007, Columbia Gulf tendered for filing as part of its FERC Gas Tariff, Second Revised Volume No. 1, certain tariff sheets with a proposed effective date of June 1, 2007. According to Columbia, it proposes to implement a new daily scheduling penalty and monthly imbalance resolution process in conjunction with the launch of its new EBB system.
RP07-340-000	Columbia Gas Transmission	7/11/2007	Request for Rehearing - A. The Commission erred by allowing Columbia to impose daily scheduling penalties without demonstrating that they were necessary to prevent the impairment of reliable service. B. Columbia's subsequent filing RP07-479 directly refutes the operational impairment justification for such penalties.	Columbia Gas proposed to implement Daily Delivery Point Scheduling penalties for Shippers who are 5% out of balance or 2% out of balance on critical notices.

<i>Docket Number</i>	<i>Pipeline</i>	<i>Activity Date</i>	<i>Filing Statement</i>	<i>Docket Description</i>
RP07-478-000	Columbia Gulf Transmission	6/18/2007	<p>Protest and Request for Technical Conference -</p> <p>As an initial matter, it now seems clear that Columbia Gulf's proposal in this docket is part of a larger scheme aimed at materially changing the manner in which service has been provided on the Columbia Gulf system so as to significantly reduce shipper flexibility and to compel usage of incremental park and loan service in a manner calculated to increase Columbia Gulf's revenues. This effort began in Docket No. RP07-174 when Columbia Gulf proposed to implement restrictive daily scheduling penalties on its system. That filing was widely protested by Columbia Gulf's customers (including Piedmont) as an unjustified restriction on service flexibility historically provided to Columbia Gulf customers. Notwithstanding those protests and the lack of any substantial evidence that such restrictions were necessary to protect the operational integrity of the Columbia Gulf system, the Commission approved Columbia Gulf's proposed scheduling penalty regime.¹ The Commission's approval was based, in significant part, on its acceptance of Columbia Gulf's argument that Columbia Gulf had shown the potential for operational risk — irrespective of whether such risk had previously resulted in actual harm — and that this showing was enough to justify the restrictions on shipper flexibility inherent in daily scheduling penalties. As a result of the approval of Columbia Gulf's daily scheduling penalty proposals offered in Docket No. RP07-174, shippers are now required to abide by much more restrictive scheduling requirements on the Columbia Gulf system with the threat of substantial penalties if they do not.² In this filing, Columbia Gulf seeks permission to "sell" a new automated service to customers, the incremental revenues from which will be retained by Columbia Gulf, in order for those customers to avoid the daily scheduling penalties just approved by the Commission. Not only is the timing of these filings highly suspicious but the</p>	<p>Columbia is proposing an addition to its PAL rate schedule that will permit a shipper to have the option to elect to have Columbia automatically deem certain quantities at pooling points to be parks or loans.</p>

<i>Docket Number</i>	<i>Pipeline</i>	<i>Activity Date</i>	<i>Filing Statement</i>	<i>Docket Description</i>
				<p>underlying rationale for each is completely contradictory. Specifically, to the extent that Columbia Gulf is able to offer Auto PAL service at a given pooling point on a given day then, by definition, the underlying scheduling variability "necessitating" such service can not be a threat to Columbia Gulf's operational integrity. If it was, then Columbia Gulf could not offer the Auto PAL service on that date at that location. If such variability on a given date at a given pooling point is not a threat to Columbia Gulf's operational integrity, then there is no justification under the Commission's regulations for allowing Columbia Gulf to impose scheduling penalties at that point on that date.³ In sum, if its proposal in this docket is approved by the Commission, Columbia Gulf will have successfully reduced historic shipper flexibility on its system by imposing penalty based scheduling restrictions thereby driving shippers to utilize its new incremental Auto PAL service to the direct economic benefit of Columbia Gulf. This result is contrary to the Commission's penalty policy and patently unjust and unreasonable, particularly when pursued in a two-step strategy, as has been the case here. In addition to the larger contextual issues raised by Columbia Gulf's filing, there are several other aspects of its proposals that have not been shown to be just and reasonable. First and foremost is its proposal to force balance nominations at all pooling points on an intraday basis. This proposal represents a substantial tightening of historic shipper flexibility to utilize varying receipt points throughout the gas day in order to ensure deliveries of needed gas supplies through the Columbia Gulf system. For shippers on the Columbia Gulf system, whose peak loads are heat sensitive in nature and whose daily demand is not uniform, this forced balancing is highly likely to lead to the imposition of penalties and/or drive Piedmont to use Columbia Gulf's new Auto PAL service (as it was apparently designed to do), resulting in a simultaneous diminishment of service to</p>

<i>Docket Number</i>	<i>Pipeline</i>	<i>Activity Date</i>	<i>Filing Statement</i>	<i>Docket Description</i>
				<p>Piedmont and an increase in incremental revenues to Columbia Gulf. While a substantial benefit to Columbia Gulf, this predictable effect of its new Auto PAL proposal will substantially degrade the existing quality of service on the Columbia Gulf's system and increase costs to Piedmont and its customers.</p> <p>Another aspect of Columbia Gulf's filing that is unjust and unreasonable are the provisions of Columbia Gulf's proposed Master Auto PAL Agreement and Transaction Confirmation that provide for "deemed" acceptance of Transaction Confirmations two days after they are transmitted by Columbia Gulf unless disputed in writing by the shipper to whom they were directed. As indicated by Piedmont in its protest of Columbia Gulf's proposed Master PAL Agreement in Docket No. RP07-412, such a provision circumvents the customary commercial requirement of affirmative assent to the assumption of contractual liabilities and replaces it with an irrefutable presumption of assent based on silence. This approach is inconsistent with basic tenets of contract law that require affirmative acceptance of the terms of a commercial transaction before a contract will be deemed to exist. Columbia Gulf's proposed tariffs replace affirmative acceptance with the notion that silence is consent. This type of mechanism may be appropriate where a party has affirmatively agreed that silence may be deemed consent but it is not appropriate where such a contractual mechanism is imposed by tariff without the affirmative consent of the contracting party. This aspect of Columbia Gulf's proposed tariffs should be rejected by the Commission in this docket as it was in Docket No. RP07-412. Piedmont further requests that the Commission establish a technical conference in this proceeding to explore a myriad of other issues raised by Columbia Gulf's proposed tariff revisions. These issues include:</p> <ol style="list-style-type: none"> 1. Can a shipper enter into both a regular PAL contract with Columbia Gulf and utilize Auto PAL

<i>Docket Number</i>	<i>Pipeline</i>	<i>Activity Date</i>	<i>Filing Statement</i>	<i>Docket Description</i>
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as well?

2. If so, what is the relative priority between PAL and Auto PAL service?

3. How will nominations for PAL service and deemed nominations for Auto PAL service be cut if the aggregate nominations/deemed nominations exceed Columbia Gulf's ability to offer PAL service?

4. In such situations, will the obligations of PAL shippers remain the same?

5. Will shippers be able to determine the volume of Auto PAL service available each nomination cycle?

6. What information will be available to shippers to determine whether to turn on Auto PAL service on a given day (or enter into a PAL transaction), particularly in light of the proposal to exclude Auto PAL transactions from the provisions of Section 2(b) of the PAL rate schedule.

7. In the parallel Auto PAL filing made by Columbia Gas Transmission Corporation in Docket No. RP07-479, that pipeline proposes to exempt Auto PAL transactions from provisions of Section 2(b) of its PAL tariff which provide shippers with credit for nominations intended to reduce an existing park or loan balance when the pipeline is unable to confirm such nominations. Columbia Gulf's tariff contains no such provision but no explanation is provided for the distinction between the underlying PAL flexibility between the two pipelines.

<i>Docket Number</i>	<i>Pipeline</i>	<i>Activity Date</i>	<i>Filing Statement</i>	<i>Docket Description</i>
RP07-479-000	Columbia Gas Transmission	6/18/2007	<p>Protest & Request for Technical Conference: As an initial matter, it now seems clear that Columbia Gas' proposal in this docket is part of a larger scheme aimed at materially changing the manner in which service has been provided on the Columbia Gas system so as to significantly reduce shipper flexibility and to compel usage of incremental park and loan service in a manner calculated to increase Columbia Gas' revenues. In this filing, Columbia Gas now seeks permission to "sell" a new automated service to customers, the incremental revenues from which will be retained by Columbia Gas, in order for those customers to avoid the daily scheduling penalties just approved by the Commission. Not only is the timing of these filings highly suspicious but the underlying rationale for each is completely contradictory. Specifically, to the extent that Columbia Gas is able to offer Auto PAL</p> <p>service at a given pooling point on a given day then, by definition, the underlying scheduling variability "necessitating" such service can not be a threat to Columbia Gas' operational integrity. If it was, then Columbia Gas could not offer the Auto PAL service on that date at that location. If such variability on a given date at a given pooling point is not a threat to Columbia Gas' operational integrity, then there is no justification under the Commission's regulations for allowing Columbia Gas to impose scheduling penalties at that point on that date.³ In sum, if its proposal in this docket is approved by the Commission, Columbia Gas will have successfully reduced historic shipper flexibility on its system by imposing penalty based scheduling restrictions thereby driving shippers to utilize its new incremental Auto PAL service to the direct economic benefit of Columbia Gas. In addition to the larger contextual issues raised by Columbia Gas' filing, there are several other aspects of its proposals that have not been shown to be just and reasonable. First and foremost is its proposal to force balance nominations at all</p>	<p>Columbia is proposing an addition to its PAL rate schedule that will permit a shipper to have the option to elect to have Columbia automatically deem certain quantities at pooling points to be parks and loans.</p>

<i>Docket Number</i>	<i>Pipeline</i>	<i>Activity Date</i>	<i>Filing Statement</i>	<i>Docket Description</i>
				<p>pooling points on an intraday basis. This proposal represents a substantial tightening of historic shipper flexibility to work within the geographic operational limitations of Columbia Gas' reticulated pipeline system throughout the gas day in order to ensure deliveries of needed gas supplies utilizing multiple receipt points on the Columbia Gas system. For shippers on the Columbia Gas system, whose peak loads are heat sensitive in nature and whose daily demand is not uniform, this forced balancing is highly likely to lead to the imposition of penalties and/or drive Piedmont to use Columbia Gas' new Auto PAL service (as it was apparently designed to do), resulting in a simultaneous diminishment of service to Piedmont and an increase in incremental revenues to Columbia Gas. While a substantial benefit to Columbia Gas, this predictable effect of its new Auto PAL proposal will substantially degrade the existing quality of service on the Columbia Gas' system and increase costs to Piedmont and its customers. Another aspect of Columbia Gas' filing that has not been shown to be just and reasonable is Columbia Gas' proposal that Section 2(b) of its PAL rate schedule not be applicable to Auto PAL service.⁴ This section essentially gives credit to a shipper for nominations designed to reduce parked or loaned quantities in cases where Columbia Gas is unable to actually schedule such quantities. Columbia Gas has failed to distinguish between circumstances where a PAL shipper has nominated quantities that Columbia Gas cannot accept for scheduling and where such a shipper has turned Auto PAL on. In both cases, the shipper has requested PAL service and in both cases Columbia Gas is unable to operationally provide the service. In neither case, however, can the shipper know in advance of Columbia Gas' inability to provide a physical park or loan of gas. Given these similarities in situation, it is not clear why a PAL shipper would receive credit for the nomination and the Auto PAL customer would not receive credit for the functionally</p>

Docket Number**Pipeline****Activity Date Filing Statement****Docket Description**

equivalent transaction, particularly when the result would be the imposition of a penalty on the Auto PAL shipper but no penalty for the PAL shipper. Finally, the provisions of Columbia Gas' proposed Master Auto PAL Agreement and Transaction Confirmation are unjust and unreasonable to the extent they provide for "deemed" acceptance of Transaction Confirmations two days after they are transmitted by Columbia Gas unless disputed in writing by the shipper to whom they were directed.

Piedmont further requests that the Commission establish a technical conference in this proceeding to explore a myriad of other issues raised by Columbia Gas' proposed tariff revisions. These issues include:

1. Can a shipper enter into both a regular PAL contract with Columbia Gas and utilize Auto PAL as well?
2. If so, what is the relative priority between PAL and Auto PAL service?
3. How will nominations for PAL service and deemed nominations for Auto PAL service be cut if the aggregate nominations/deemed nominations exceed Columbia Gas' ability to offer PAL service?
4. In such situations, will the obligations of PAL shippers remain the same?
5. Will shippers be able to determine the volume of Auto PAL service available each nomination cycle?
6. What information will be available to shippers to determine whether to turn on Auto PAL service on a given day (or enter into a PAL transaction), particularly in light of the proposal to exclude Auto Pal transactions from the provisions of Section 2(b) of the PAL rate schedule.

<i>Docket Number</i>	<i>Pipeline</i>	<i>Activity Date</i>	<i>Filing Statement</i>	<i>Docket Description</i>
RP07-480-000	Hardy Storage	6/15/2007	Motion to Intervene	Hardy is filing to incorporate the revised credit policies into the existing GT&C of its Tariff where creditworthiness related issues are addressed. The proposed provisions were previously approved by the Commission for affiliates Columbia Gas and Columbia Gulf.
RP07-500-000	Columbia Gulf Transmission	7/10/2007	Motion to Intervene	Filing for a change in the Pro Forma Form of Assignment Agreement
RP07-502-000	Transcontinental Gas Pipe Line	7/5/2007	Motion to intervene	Texas Eastern (TETCO) filed revised semi-annual Electric Power Cost (EPC)Adjustment
RP07-503-000	Hardy Storage	7/10/2007	Motion to Intervene	Filing for a change in the Pro Forma Form of Assignment Agreement
RP07-507-000	Columbia Gas Transmission	7/10/2007	Motion to Intervene	Change in Capacity Release Provisions
RP07-508-000	Columbia Gulf Transmission	7/10/2007	Motion to Intervene	Change in Capacity Release Provisions
RP07-509-000	Columbia Gas Transmission	7/10/2007	Motion to Intervene	Change in Pro Forma Form of Assignment Agreement
RP07-518-000		7/13/2007	Motion to Intervene	Offsystem Capacity Provision
RP07-548-000	East Tennessee Gas Transmission	8/8/2007	Motion to intervene	On August 2, 2007, ETN filed tariff sheets to modify Section 23 of its General Terms & Conditions for its LINK Customer Interface System (LINK System). ETN stated that it is currently engaged in an effort to further streamline and improve its procedures for obtaining access to the LINK System by: (1) reducing the number of documents exchanged between ETN and any entity requesting access to the LINK System by providing for on-line forms to enter certain information and approvals directly into the LINK System, and (2) enhancing it's ability to monitor agency relationships involving its customers and third parties performing certain functions in the LINK System on behalf of such customers by providing an on-line process in which the LINK System Subscriber and its Agent will update and re-submit the required information on an annual basis.

<i>Docket Number</i>	<i>Pipeline</i>	<i>Activity Date</i>	<i>Filing Statement</i>	<i>Docket Description</i>
RP07-550-000	Texas Eastern Transmission	8/7/2007	Motion to intervene	On 8/2/2007, TETCO filed to modify the GT&C of its Tariff. TETCO filed: (1) to modify Section 2 of the GT&C of its Tariff to further streamline and improve the procedures for obtaining access to the LINK® System; (2) make minor modifications to the Form of Service Agreement for the LINK® System System Agreement; and (3) modify GT&C Section 2.1(a) and the LINK® System Agreement to reflect the addition of Saltville Gas Storage Company L.L.C. as a party to the agreement.
RP07-552-000		8/7/2007	Motion to intervene	On August 2, 2007, TETCO filed tariff sheets to add a new section 3.14(G)(4), Obligations Related to Storage Releases, to its GT&C. TETCO stated that the purpose of proposed section 3.14(G)(4) is to clarify procedures and obligations of parties applicable to capacity release transactions for storage services under Rate Schedules SS-1 and FSS-1.
RP07-555-000	East Tennessee Gas Transmission	8/7/2007	Motion to intervene	ETN filed certain tariff sheets to become effective on September 1, 2007. The proposed tariff sheets reflect modifications to ETN's tariff to (1) update the nomination, scheduling, curtailment and Operational Flow Order (OFO) provisions in the GT&C of its tariff; (2) modify Rate Schedule LNGS to delete the Summer Season Injection Schedule; and (3) modify the auction timeline set forth in section 48 of its GT&C. ETN also proposed to modify section 14.3 of its GT&C to delete the requirement that it provide, on a quarterly basis, a written report to every Shipper and Balancing Party that was affected by the issuance of an OFO during the previous quarter.

<i>Docket Number</i>	<i>Pipeline</i>	<i>Activity Date</i>	<i>Filing Statement</i>	<i>Docket Description</i>
RP07-559-000	Transcontinental Gas Pipe Line	8/7/2007	Motion to intervene	On 8/3/2007, Transco filed a Request for Waiver of its FERC Gas Tariff. Transco requested that FERC grant a waiver of Section 55.2 of the GT&C of its FERC Gas Tariff to the extent necessary to (i) allow it to rescue capacity on its Mobile Bay Lateral to be used for the proposed "Pascagoula Expansion Project for up to 30 months prior to Transco filing an application with the FERC for certificate approval of the Project, and (ii) allow any shippers subscribing to the reserved capacity during the interim period, i.e. the period of time between the date that the capacity is reserved and the in-service date of the Project to have a right of first refusal to the subscribed capacity during such interim period pursuant to Section 48 of the GT&C.
RP07-590-000	Texas Eastern Transmission	8/29/2007	Motion to intervene	On August 17, 2007, TETCO filed revised tariff sheets to become effective on September 19, 2007. The revised tariff sheets reflect modifications to TETCO's tariff to (1) update the nomination, scheduling, curtailment, and OFO provisions in the GT&C of its tariff; (2) clarify Customers' rights to segment capacity on the Texas Eastern system; and (3) make certain minor, non-substantive revisions.
RP07-655-000	Columbia Gas Transmission	9/11/2007	Motion to Intervene	Columbia Gas filed to permit extensions of long-term contracts and elimination of the five-year term cap for ROFR.
RP07-657-000	Columbia Gulf Transmission	9/11/2007	Motion to Intervene	Columbia Gulf filed to permit extensions of long-term contracts and elimination of the five-year term cap for ROFR.

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RP07-693-000	Texas Eastern Transmission	9/25/2007	Motion to intervene	On September 14, 2007, TETCO tendered for filing as part of its FERC Gas Tariff, Seventh Revised Volume No. 1, certain tariff sheets to be effective October 1, 2007. TETCO states that the purpose of the filing is to propose a solution that addresses any storage inventory that the releasing customer fails to withdraw from storage or transfer to another storage customer within three business days of the proposed release of storage capacity. TETCO proposes that in the event that any portion of such storage inventory is not withdrawn or transferred within three days of the effective date of the release, the storage inventory will be cashed out in the same manner as approved for the replacement customer's inventory.
RP07-711-000	Transcontinental Gas Pipe Line	10/9/2007	Intervention and protest of increased fuel retention percentage arguing that since the LNG boil-off benefits the transmission system a proportionate share of the liquefaction fuel should be allocated to the system fuel retention account.	LG-A, LNG & LG-S annual fuel tracker filing
RP07-713-000	Dominion Transmission	10/9/2007	Motion to Intervene.	On September 28, 2007, Dominion Transmission, Inc. (DTI) tendered for filing Thirty-Fourth Revised Sheet No. 31 et al to its FERC Gas Tariff, Third Revised Volume No. 1, to become effective November 1, 2007. The purpose of this filing is to update DTI's effective Transportation Cost Rate Adjustment (TCRA).
RP07-717-000		10/9/2007	Motion to Intervene.	On September 28, 2007, Dominion Transmission, Inc. (DTI) tendered for filing Thirty-Third Revised Sheet No. 31 et al to its FERC Gas Tariff, Third Revised Volume No. 1, to become effective November 1, 2007. The purpose of this filing is to update DTI's effective Electric Power Cost Adjustment (EPCA).
RP08-11-000	Hardy Storage	10/9/2007	Motion to Intervene	Hardy made its first annual Retainage Adjustment Mechanism filing.
RP08-110-000	Columbia Gas Transmission	12/19/2007	Motion to Intervene	Columbia Gas is offering a summer only, hourly no-notice transportation service under Rate Schedule NTS-S. It is designed to provide flexibility for power gen customers during the summer period.

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RP08-114-000	Hardy Storage	12/21/2007	Motion To Intervene	On December 11, 2007, Hardy submitted revised tariff sheets to address how limitations imposed by the offsystem capacity provider may affect the service Hardy is providing using the offsystem capacity to become effective January 10, 2008
RP08-117-000	Columbia Gulf Transmission	12/21/2007	Motion to Intervene	On December 11, 2007, Columbia Gulf Transmission Company ("Columbia Gulf") submitted revised tariff sheets to address how limitations imposed by the offsystem capacity provider may affect the service Columbia Gulf is providing using the offsystem capacity to become effective January 10, 2008.
RP08-12-000		10/8/2007	Motion to Intervene	Columbia Gulf filed to make a periodic change in their Transportation Retainage Adjustment charge.
RP08-124-000		12/31/2007	Motion to Intervene and Request for Clarification. There is no definition of the term Recurrence Interval.	Columbia is proposing further revisions to the appendices to the pro forma service agreements for Rates FTS-1 & FTS-2 to better facilitate contract administration when shippers combine multiple service agreements under the same rate schedule with varying terms of service for different demand quantities into a single service agreement to help nominating daily service requirements.
RP08-126-000	Hardy Storage	12/31/2007	Motion to Intervene	Hardy is proposing to revise Appendix A to the pro forma service agreements for Rate HSS to better facilitate contract administration when shippers combine multiple service agreements under the same rate schedule with varying terms of service for different demand quantities into a single service agreement to help nominating daily service requirements.
RP08-127-000	Columbia Gas Transmission	12/31/2007	Motion to Intervene and Request for Clarification. There is no definition of the term Recurrence Interval.	Columbia is proposing further revisions to the appendices to the pro forma service agreements for Rates FTS, NTS, SST, OPT, & FSS to better facilitate contract administration when shippers combine multiple service agreements under the same rate schedule with varying terms of service for different demand quantities into a single service agreement to help nominating daily service requirements.

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RP08-148-000	Texas Eastern Transmission	1/7/2008	Motion to Intervene.	On December 31, 2007, Texas Eastern submitted for filing revised tariff sheets to be effective February 1, 2008. The revised tariff sheets reflect an increase in Texas Eastern's Electric Power Cost Adjustment.
RP08-150-000	Columbia Gas Transmission	1/11/2008	Motion to Intervene.	On December 31, 2007, Columbia Gas Transmission Corporation submitted its Penalty Revenue Crediting Report for the 2006-2007 contract year pursuant to FERC Gas Tariff, Second Revised Volume 1.
RP08-151-000	Columbia Gulf Transmission	1/11/2008	Motion to Intervene.	On December 31, 2007, Columbia Gulf Transmission Company submitted its Penalty Revenue Crediting Report to its FERC Gas Tariff, Second Revised Volume 1.
RP08-160-000		1/22/2008	Motion to Intervene	Columbia Gulf is proposing to make certain minor revisions in order to clarify that the contract renegotiation process applies to maximum rate, discounted rate and negotiated rate long-term service agreements. The currently effective language could be misinterpreted to only allow customers with recourse rate long-term service agreements to mutually agree to extend the customer's service through renegotiation of the terms of the existing agreement.
RP08-161-000	Columbia Gas Transmission	1/22/2008	Motion to Intervene.	Columbia Gas is proposing to make certain minor revisions in order to clarify that the contract renegotiation process applies to maximum rate, discounted rate and negotiated rate long-term service agreements. The currently effective language could be misinterpreted to only allow customers with recourse rate long-term service agreements to mutually agree to extend the customer's service through renegotiation of the terms of the existing agreement.
		1/22/2008	Motion to Intervene	Columbia Gas is proposing to make certain minor revisions in order to clarify that the contract renegotiation process applies to maximum rate, discounted rate and negotiated rate long-term service agreements. The currently effective language could be misinterpreted to only allow customers with recourse rate long-term service agreements to mutually agree to extend the customer's service through renegotiation of the terms of the existing agreement.

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RP08-199-000	Hardy Storage	2/27/2008	Motion to Intervene	Hardy Is Filing to place their year two rates into effect. Effective 4/1/08.
RP08-215-000	East Tennessee Gas Transmission	2/28/2008	Motion to Intervene	<p>East Tennessee Natural Gas, LLC ("East Tennessee") submitted for filing as part of its FERC Gas Tariff, Third Revised Volume No. 1 ("Tariff").</p> <p>East Tennessee proposes by this filing to eliminate from its tariff the requirement for delivery of customer invoices by U.S. Mail.</p> <p>Specifically, East Tennessee is modifying Section 16 of the General Terms and Conditions ("GT&C") of its Tariff to eliminate the requirement to send the invoice by U.S. Mail and to add a requirement that East Tennessee post a notice on East Tennessee's Informational Postings Website of the availability of customers' final invoices.</p> <p>East Tennessee proposes that the tariff sheet filed herewith becomes effective on March 28, 2008.</p>
RP08-22-000	Tennessee Gas Pipeline	10/18/2007	Motion to Intervene.	<p>On October 10, 2007, Tennessee Gas Pipeline ("Tennessee") tendered for filing First Revised Sheet No. 405A.02 et al to its FERC Gas Tariff, Fifth Revised Volume No. 1, to become effective November 9, 2007. The purpose of this filing is to remove the sentence that requires Tennessee to treat a bid containing a Reduction Option as a bid for a negotiated rate.</p>

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RP08-234-000	Tennessee Gas Pipeline	3/13/2008	Motion to Intervene.	Tennessee is submitting the identified Tariff sheets to modify the charges applicable to extended receipts and extended deliveries pursuant to Tennessee's Rate Schedule FT-A ("Extended Receipt Service" or "ELLS" and "Extended Delivery Service" or "EDS", respectively). Currently, a shipper utilizing ERS and/or EDS is charged reservation, commodity and fuel usage charges for both the base nomination utilizing the contractual capacity in the shipper's Transportation Path and for the extended nomination. As proposed, while Tennessee will continue to charge an additional reservation usage charge to a shipper utilizing ERS and/or EDS for the extended nomination as specified in the Summary of Rates and Charges in the Tariff for FT-A Extended Transportation Service, the applicable commodity and fuel usage charges will be charged for the single path inclusive of both the base nomination containing the Extension Zone and the extended nomination from the Extension Zone to the Extended Zone instead of for each discrete component of the nomination.
RP08-244-000	Columbia Gas Transmission	3/10/2008	Motion to Intervene	Annual TRCA and EPC Filing to become effective April 1, 2008.
RP08-246-000		3/10/2008	Motion to Intervene	Annual RAM Filing to become effective April 1, 2008.
RP08-250-000	Transcontinental Gas Pipe Line	3/11/2008	Motion to Intervene	Transco Filed their annual fuel tracker to become effective April 1, 2008
RP08-251-000		3/11/2008	Motion to Intervene	Transco Filed their Electric Power Costs Adjustment to become effective April 1, 2008.
RP08-266-000	Columbia Gulf Transmission	3/18/2008	Motion to Intervene & Protest	Columbia is proposing to offer an Enhanced Meter Access and Interruptible Meter Access Rate Schedules (EMA & IMA) which are designed to facilitate the expansion or construction of receipt and delivery point meters so that shippers have greater access to competitive markets even when Gulf cannot provide increased transportation service at these points.

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RP08-266-000	Columbia Gulf Transmission	3/19/2008	Joint Protest - Piedmont and Atmos hereby jointly protest Columbia Gulf's proposal to implement Meter Access Service on the grounds that (1) Columbia Gulf's filing contains insufficient information, and (2) Columbia Gulf seeks authorization to implement market-based rates for "services" provided through the construction of incremental jurisdictional delivery capacity without recourse to any existing rates for such "service" or other protection against the exercise of market power by Columbia Gulf.	Columbia is proposing to offer an Enhanced Meter Access and Interruptible Meter Access Rate Schedules (EMA & IMA) which are designed to facilitate the expansion or construction of receipt and delivery point meters so that shippers have greater access to competitive markets even when Gulf cannot provide increased transportation service at these points.
RP08-295-000	Columbia Gas Transmission	4/14/2008	Motion to Intervene	Columbia Gas is filing a modification to their Rate Schedule SIT, which will allow nominations as long as they move a shippers imbalance closer to zero.
RP08-305-000	Columbia Gulf Transmission	4/14/2008	Motion to Intervene	Columbia Gulf is filing to govern the testing and correction of meter errors to within a 1% tolerance.
RP08-317-000	Columbia Gas Transmission	4/29/2008	Motion to Intervene	Filing to allow Columbia to borrow or tender gas to a third party for Operational purposes.
RP08-32-000	Transcontinental Gas Pipe Line	11/8/2007	Motion to Intervene	Rate Schedule GSS Tracking Filing
RP08-33-000	Texas Eastern Transmission	11/6/2007	Motion to Intervene	Annual ASA and Interruptible Revenue Reconciliation Report
RP08-338-000	Tennessee Gas Pipeline	5/12/2008	Motion to Intervene.	On April 30, 2008, Tennessee Gas Pipeline submitted for filing tariff sheets to be made effective on June 1, 2008. Tennessee is submitting the tariff sheets to achieve the following: (1) to provide clarity to the nexus between Article XXVIII of the Tariffs General terms & Conditions ("GT&C") and Section 4.7 of Rate Schedule FT-A and Section 4.6 of Rate Schedule NET-284; and (2) to expand the Reduction Option provision described in Section 5.2 of Article XXVIII of the Tariffs GT&C to include reductions attributable to changes in Primary Points; and (3) to exclude certain changes in Primary Points from the requirements of an Open Season as described in Section 5 of Article XXVIII of the Tariffs GT&C.

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RP08-49-000	Midwestern Gas Transmission	11/8/2007	Motion to Intervene.	On June 6, 2005, Midwestern Gas Transmission Company (Midwestern) filed an application pursuant to Section 7(c) of the Natural Gas Act for authorization to construct and operate certain pipeline facilities and appurtenances to be located in Sumner and Trousdale counties, Tennessee. On March 10, 2006, the Commission issued a certificate of public convenience and necessity. On October 31, 2007, Midwestern submitted Fourth Revised Sheet No. 1 et al to FERC Gas Tariff, Third Revised Volume 1, to become effective December, 2007.
RP08-59-000	Columbia Gas Transmission	11/19/2007	Motion To Intervene	Columbia is filing to 1) adjust the eligibility requirements for Rate Schedule SIT to exclude shippers that already obtain balancing service under rate FSS and SST; 2) provide for an imbalance quantity safe harbor within which SIT shippers will not be subject to a new Acct Balance Chg.(ABC); 3) provide that SIT shippers exceeding the imbalance qty safe harbor can do so subject to an "ABC" on the excess; 4) revise the SIT Section 3(b) requirement that shippers cross zero twice every 30 days to once every 10 days.
RP08-94-000	East Tennessee Gas Transmission	12/12/2007	Motion to Intervene	East Tennessee is making a Gas Quality and interchangeability tariff proposal. 1)Propose a heating value range of 967 to 1110 Btu/cf. 2)Propose a Wobbe number range from 1298 to 1400. 3)Proposing to retain the 3% limit on CO2, add a 3% limit on Nitrogen, and retain its combined limit of 4% by volume for all nonhydrocarbon gas. 4)Proposes a 0.1 % by volume limit on Oxygen. 5)Proposing language that would mandate gas be free of any microbiological organism, gum, etc. 6)Proposing to add a provision to provide the discretion to waive gas quality specs at receipt points so long as they could continue to meet the specs at any delivery point.

CERTIFICATE OF SERVICE

The undersigned hereby certifies that a copy of the attached *Testimony and Exhibits of William C. Williams on Behalf of Piedmont Natural Gas Company, Inc.* are being served this date via email and UPS Overnight (5 copies) upon:

Jeffrey M. Nelson
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And that a copy of the attached *Testimony and Exhibits of William C. Williams on Behalf of Piedmont Natural Gas Company, Inc.* are being served this date via email and U.S. Mail upon:

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This the 11th day of June, 2008.

s/ James H. Jeffries IV
James H. Jeffries IV